

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 5058. 號三十月九年九十七百八千一英

HONGKONG, TUESDAY, SEPTEMBER 23, 1879.

日八初月八年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE 'CHINA MAIL.

LONDON:—F. ALGAR, 3, Clement's Lane,
" Lombard Street. GORDON & GOTCH,
Co., 30, Cornhill. GORDON & GOTCH,
Ludgate Circus, E. C. BATES, HENRY
& Co., 4, Old Jewry, E. C. SAMUEL
DRACON & Co., 150 & 152, Leadenhall
Street.

PARIS AND EUROPE:—LEON DE ROSE,
19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau
Street.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND:—GORDON & GOTCH, Mel-
bourne and Sydney.

SAN FRANCISCO and American Ports
generally:—BEAN & BLACK, San Fran-
cisco.

SINGAPORE AND STRAITS:—SAYLE &
Co., Square, Singapore. C. HENRIKSEN
& Co., Manila.

CHINA:—Macao, Messrs A. A. DE MELLO
& Co. Swatow, CAMPBELL & Co.
Amoy, WILSON, NICHOLLS & Co.
Fuzhou, HENDER & Co. Shanghai,
LAMB, CRAWFORD & Co. and KELLY
& WALKER, Yokohama, LAMB, CRAW-
FORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,400,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—HON. W. KESWICK,
Esq.
J. R. BEILSON, Esq. WILHELM REINKER,
Esq.
H. L. DARTMOUTH, Esq. F. D. SARSON, Esq.
H. HOFFMANN, Esq. W. S. YOUNG, Esq.
A. MOLVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
MANAGER.
Shanghai, EWING CAMERON, Esq.
LONDON BANKERS.—London and County
Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate
of 2 per cent. per annum on the daily
balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts, granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1879.

NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Foo-
chow will be CLOSED and WITH-
DRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and FIXED
DEPOSIT RECEIPTS will be PAID HERE-
AT ONCE with INTEREST to Date, or trans-
ferred to this Branch at the Exchange of
the Day at the option of Constituents.

GEO. O. SCOTT,

p. Manager.

Oriental Bank Corporation,
Hongkong, May 23, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1845.)

RECOGNISED by the INTERNATIONAL
CONVENTION of 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000.
RESERVE FUND, £800,000.

HEAD OFFICE—14, Rue BERGHE,
PARIS.

AGENCIES and BRANCHES at:

LONDON, BOURBON, SAN FRANCISCO,
MADRID, BOMBAY, HONGKONG,
LYONS, CALCUTTA, HANKOW,
NANTES, SHANGHAI, FOOCHOW.

LONDON BANKERS:

THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed
Deposits on Terms to be ascertained on
application, grants Drafts and Credits on
all parts of the World, and transacts every
description of Banking Exchange Business.

E. G. VOUILLEMONT,

Manager, Shanghai.

Hongkong, May 30, 1879.

Banks.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DE- POSITS.

At 3 months' notice 3 1/2 per Annum.
" 6 " " 4 " "
" 12 " " 5 " "

Current Accounts kept on Terms which
may be learnt on application.

GEO. O. SCOTT,

Acting Manager.

Oriental Bank Corporation,
Hongkong, September 4, 1879.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—

For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. " "
" 3 " 2 per cent. " "

H. H. NELSON,

Manager.

Hongkong, May 31, 1879.

CHARTERED BANK OF INDIA, AUS- TRALIA, AND CHINA.

CAPITAL, £200,000.
RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE

NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong
grants Drafts on London and the
Chief Commercial places in Europe and the
East; buys and receives for collection Bills
of Exchange, and conducts all kinds of
Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DE- POSITS.

ON CURRENT ACCOUNTS, 2 per cent. per
annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Notices of Firms.

NOTICE.

THE Undersigned has established him-
self at the Premises formerly occupied
by LAMBERT, ATKINSON & Co., Peddar's
Wharf, as

AUCTIONEER, APPRAISER AND COMMISSION AGENT.

ALL GOODS entrusted for SALE will be
fully covered by FIRE INSURANCE.

G. R. LAMBERT.

Hongkong, July 1, 1879.

NOTICE.

FROM the 1st of OCTOBER,
DR EASTLAKE will receive his
PATIENTS at his new DENTAL ROOMS,
No. 50, QUEEN'S ROAD CENTRAL, over the
MEDICAL HALL.

Hongkong, September 23, 1879.

Auctions.

PUBLIC AUCTION.

TO BE SOLD by PUBLIC AU-
TION, shortly, on a day to be
hereafter named, unless previously dis-
posed of by private contract,—

THE HONGKONG DISTILLERY.

Situate at East Point, Hongkong, now
in Complete Working Order, and Cap-
able of Distilling upwards of 2,000
Gallons daily. The Property is of a most
valuable nature, comprising THREE
PIECES OF GROUND close to the
water, viz.:—Inland Lots Nos. 749, 781
and 782, with the Substantially Built
DWELLING HOUSE and BUSINESS PRE-
MISES, erected specially for the purpose
only a few years since, together with the
MACHINERY, ENGINES, STILL, VATS,
STOCK, and TRADE FURNITURE and FIT-
TINGS.

For further Particulars, apply to

Messrs SHARP, TOLLER, and JOHNSON,

Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

For Sale.

FOR SALE.

THEOPHILE ROEDERER & Co.'s
CHAMPAGNE,
awarded the

GOLD MEDAL AT THE PARIS EXHIBITION.
DRY VERZENAY MOUSSEUX:
Quarts, £17 per Case of 1 doz.
Pints, £18 " of 2 doz.

MEYER & Co., Agents.

Hongkong, August 21, 1879. 21fe80

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,

in Quarts and Pints.

GIBB, LIVINGSTON & Co.

Hongkong, May 26, 1879.

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

CHINA NAVIGATION COMPANY, LIMITED.

THE Departures of these COMPANIES
STEAMERS on the HONGKONG-
CANTON Route will be as under till further
notice, commencing on the 8th Instant:—

KIN SHAN from Hongkong on MON-
DAY, WEDNESDAY, FRIDAY, at 8 a.m.;
from Canton on TUESDAY, THURSDAY,
SATURDAY, at 8.30 a.m.

IOHANG from Hongkong on TUESDAY,
THURSDAY, SATURDAY, at 8 a.m.; from
Canton on MONDAY, WEDNESDAY, FRIDAY,
at 8.30 a.m.

The POWAN will run as a Nightboat,
leaving Hongkong on MONDAY, WED-
NESDAY, FRIDAY, at 6 p.m.; Canton on
TUESDAY, THURSDAY, SATURDAY, at
5.30 p.m.

By Order of the Board of Directors,
P. A. DA COSTA,
Secretary.

Hongkong, Canton & Macao Steam-
boat Company, Limited.

BUTTERFIELD & SWIRE,

Agents.

China Navigation Company, Limited.

Hongkong, September 5, 1879.

CHINA FIRE INSURANCE COM- PANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

1878, AND TO THE 30TH JUNE, 1879.

SHAREHOLDERS in the above COM-
PANY are requested to Furnish the
Undersigned with a LIST of their CON-
TRIBUTIONS from the 1st January, 1878, to
the 30th June, 1879, in Order that the
Portion of the NET PROFITS to be re-
served for CONTRIBUTORS may be ar-
ranged. Returns not rendered prior to the
31st OCTOBER NEXT will be adjusted by
the Company, and no Claims or Alterations
will be subsequently admitted.

JAS. B. COUGHTR'E,
Secretary.

Hongkong, August 2, 1879. nol

YANGTSE INSURANCE ASSO- CIATION.

NOTICE.

IN accordance with the Articles of Agree-
ment, the Directors have declared a
DIVIDEND to POLICYHOLDERS for the
FIFTEEN MONTHS ending 31st Decem-
ber 1878, of THIRTY-THREE PER CENT.
ON THE NET PREMIA CONTRIBUTED,
payable at our OFFICE on and after the
15th Instant.

POLICYHOLDERS are requested to send in
particulars of their Contributions.

By Order of the Directors,
RUSSELL & Co.,
Agents.

Hongkong, May 5, 1879.

NOTICE.

THE Undersigned has been appointed
AGENT for the SAN FRANCISCO BOARD
OF UNDERWRITERS.

WILLIAM NOTT.

Hongkong, September 4, 1879. oc4

HONGKONG FIRE INSURANCE COM- PANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

1878, AND THE FIRST 6 MONTHS
OF 1879.

SHAREHOLDERS in the above COM-
PANY are requested to Furnish the
Undersigned with a List of their CON-
TRIBUTIONS for the Year ending December 31st
1878, and for the SIX MONTHS from Janu-
ary 1st to June 30th 1879; in Order that the
Distribution of the Portion of PRO-
FITS reserved for CONTRIBUTORS
may be arranged. Returns not rendered
prior to October 31st next, will be adjusted
by the Company and no Claims or
Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 24, 1879. oc31

Intimations.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

In the Matter of the Estate of WILLIAM
PUSTAU, a Bankrupt.

NOTICE is hereby given, that a MEET-
ING of the CREDITORS in the above
Estate will be Held before the Honorable
CHARLES BUSH PLUNKET, Official Assignee,
at the Registrar's OFFICE in the Supreme
Court House, on WEDNESDAY, the First
day of October next, at Eleven of the clock
in the Forenoon, for the purpose of Con-
sidering the most advisable Steps to be
taken for distributing the Assets of the
Estate.

Dated the 17th day of September, 1879.

BRERETON & WOTTON,
Solicitors for the Official Assignee,
29 QUEEN'S ROAD.

MITSU BISHI LINE.

FORTNIGHTLY COMMUNICATION WITH YOKOHAMA.

COMMENCING with SATURDAY, the
18th October, and every SECOND
SATURDAY thereafter, at 4 p.m., the
Steamship

"NIGATA MARU,"

OR

"TAKASAGO MARU,"

Will be despatched for YOKOHAMA via
KOBE.

MITSU BISHI MAIL S.S. Co.
September 12, 1879.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS
are requested to send in an Account
of Business contributed during the Half-
year ended 30th June, 1879, on or before
September 30th, on which date the Ac-
counts will be closed.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, September 3, 1879. se30

NOTICE.

HONGKONG COMMERCIAL EX- CHANGE.

THE EXCHANGE ROOMS in MARINE
House, Queen's Road Central, are
Open Daily for the use of MEMBERS from
9 a.m. to 6 p.m.

Special Days—TUESDAYS and FRIDAYS,
from 12 to 12.30 and 4 to 4.30 p.m.
Applications for admission as Members
to be addressed to

E. GEORGE,

Secretary.

Hongkong, June 18, 1879.

Shipping.

Steamers.

FOR HOIHOW.

The Steamship

"HAINAN,"

Captain CONNELL, will be de-
spatched for the above Port on
WEDNESDAY, the 24th Inst., at 10
a.m., instead of as previously advertised.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, September 23, 1879. se24

FOR SWATOW, AMOY, & FOOCHOW.

The Steamship

"NAMOA,"

Capt. WESTON, will be de-
spatched for the above Ports
on THURSDAY, the 25th Inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.

Hongkong, September 23, 1879. se25

FOR AMOY.

The Steamship

"ESMERALDA,"

Capt. TALBOT, shortly due,
will have immediate despatch
for the above Port.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, September 22, 1879.

FOR PORT DARWIN, COOKTOWN, SYDNEY AND MELBOURNE.

The Eastern and Australian
Mail Steam Co.'s Steamer

"MENMUIR,"

will be despatched as above
on THURSDAY, the 9th October, at Noon.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, September 18, 1879. o.3

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

For Sale.

MacEwen, FRICKEL & Co.,
13 QUEEN'S ROAD, AND 22 PRAYA,
Beg to direct special attention to their well
selected Stock of

WINES, SPIRITS, &c.

**CUTLER PALMER & Co.'s "CARTE
BLANCHE."**

**HEIDSICK & Co.'s MONOPOLÉ,
Pinto and Quarts.**

**DOLPHE COLLIN'S BOUZY
CABINET.**

**MUMM'S (Jules) CHAM-
PAGNE, Pinto and Quarts.**

POMMERY

AND

RENO'S CHAMPAGNE.

**NEVEN'S (Boden)
BOUZY, Pts. & Qts.**

EXTRA SEC. Quarts.

**CHARLES HEIDSICK'S WHITE SEAL,
Pinto and Quarts.**

**VEUVE CLUQUOT PONSARDIN, Pinto
and Quarts.**

**THEOPHILE ROEDERER & Co.'s VER-
ZENAY MOUSSEUX, Pts. & Qts.**

KRUG'S CHAMPAGNE, Pinto and Quarts.

MacEwen, FRICKEL & Co.

**CUTLER PALMER & Co.'s CHA-
TEAU MOUTON.**

LORMONT, Pinto

AND Quarts.

RAUZAN (CHATEAU), Pinto and Quarts.

ERMITAGE LUDON.

THIBCEUF (CHATEAU), Pinto & Quarts.

**CHATEAU LAROSE (CURCIEUR AND
ADET'S), Pinto and Quarts.**

CHATEAU LAFITE, Pinto & Quarts.

IRIS GRAVES, Pinto and Quarts.

BREAKFAST CLARET, Pts. & Qts.

OLD INVALID CLARET.

ST. JULIEN, &c., &c.

BREAKFAST CLARET.

MacEwen, FRICKEL & Co.

**BURGANDY, HOCK, SHERRIES,
&c.**

Cham-

bertin, Chablis

(White), Liebfraumilch,

Hockheimer, Niersteiner,

Steinberger Cabinet, Rudesheimer

Berg, Konin Victoria Berg, Cha-

tean Yquem, Grand vin, Haut Sauterne,

Marsala, Saccione's Pale Dry White

Seal Sherry, Yellow Seal Amou-

tilado Sherry, Cutler Palmer

and Co.'s Sherry, In-

valid Port (1848),

Hunt's Port.

MacEwen, FRICKEL & Co.

**BRANDY, WHISKY, LIQUEURS,
&c.**

1, 2

and 8 star

HENNESSY'S

BRANDY, LA

GRANDE MARQUE

BRANDY, CUTLER

PALMER & Co.'s BRANDY,

ROUYER GUILLER & Co.'s

BRANDY, 1 to 4 stars, Finest

Old Bourbon Whisky, highly

recommended, KINAHAN'S LL Irish

WHISKY, JAMESON'S Irish WHISKY,

Royal GLENDEE WHISKY, AVH GIN,

SWANE BOORD and Co.'s OLD TOM

GIN, LA GRANDE CHARTREUSE,

Green and Yellow; MARAS-

CHINO DE ZARA, CURA-

CAO, Pinto and Quarts;

ANGOSTURA,

BOER'S and

ORANGE

BITTERS,

&c., &c., &c.

MacEwen, FRICKEL & Co.

AERATED WATERS.

SODA WATER,

LEMONADE,

TONIC WATER,

SARSAPARILLA,

&c., &c., &c.

MacEwen, FRICKEL & Co.

Hongkong, September 20, 1879.

Notices to Consignees.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo

are requested to send in their Bills of

Lading to the Undersigned for counter-

signature, and take immediate delivery.

This Cargo has been landed and stored at

their risk and expense.

No Fire Insurance has been effected.

Ex Porto.

S. (in diamond) } 1 parcel Samples, from

M. (in diamond) } Shanghai.

Messrs Tata & Co., 1 parcel Tea Musters,

from Shanghai.

G. DE CHAMPEAUX,

Agent.

Hongkong, September 10, 1879.

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for any

Debt contracted by the Officers or Crew

of the following Vessels, during their stay

in Hongkong Harbour:—

ALEXANDER YEATS, Canadian ship, Capt.

J. W. Dunham.—P. & O. S. N. Co.

TWILIGHT, American ship, Capt. W. C.

Wattland.—Douglas, Lapraik & Co.

FRIEDRICH, German 3 m. schr., Captain

L. Petersen.—Wieler & Co.

KIRKLAND, British barque, Captain T.

Colledge.—Wieler & Co.

WM. H. DEITZ, American barkentine,

Capt. Endicott.—Chong Woo.

To-day's Advertisements.

FOR MANILA.

The Steamship

"DIAMANTE,"

Capt. TREBARD, will be de-

parted for the above Port

TO-MORROW, the 24th Inst., at 2 p.m.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, September 23, 1879. #24

AUSTRALASIAN STEAM NAVA-

TION COMPANY.

FOR PORT DARWIN, COOKTOWN,

SYDNEY & MELBOURNE,

Taking Cargo and Passengers at through

rates for all Australasian and New

Zealand Ports.

TASMANIA, NEW CALEDONIA & FIJI.

The Chartered Steamer

"THALES,"

J. PETERS, Commander,

will be despatched as above

on MONDAY, the 29th Inst., at 4 p.m.,

instead of the "Atholl" previously notified.

GEO. R. STEVENS & Co.

Hongkong, September 23, 1879. #29

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through

rates for HANKOW and Ports on

the YANGTZE.)

The Company's Steamship

"DEUCALION,"

Captain R. J. BROWN, will

be despatched for YOKOHAMA

shortly after the arrival of the next French

Mail from Europe.

G. DE CHAMPEAUX,

Agent.

Hongkong, September 23, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship

"YANGTSE,"

will

be despatched for SHANGHAI

shortly after her arrival from Europe.

G. DE CHAMPEAUX,

Agent.

Hongkong, September 23, 1879.

SHIPPING.

ARRIVALS.

Sept. 23, *Elisabeth Childs*, for Newchwang.

Sept. 23, *Thoon Kramon*, for Newchwang.

Sept. 23, *August*, for Newchwang.

Sept. 23, *Chen to, Chi R. Co.* for Swatow.

Sept. 23, *Harmonie*, for Chefoo.

Sept. 23, *Indus*, for Europe, &c.

Sept. 23, *Sarpedon*, for London, &c.

DEPARTURES.

Sept. 23, *Elisabeth Childs*, for Newchwang.

Sept. 23, *Thoon Kramon*, for Newchwang.

Sept. 23, *August*, for Newchwang.

Sept. 23, *Chen to, Chi R. Co.* for Swatow.

Sept. 23, *Harmonie*, for Chefoo.

Sept. 23, *Indus*, for Europe, &c.

Sept. 23, *Sarpedon*, for London, &c.

CLEARED.

Clara Babuyan, for Newchwang.

Hainan, for Hainan.

PASSENGERS.

ARRIVED.

Per *Diamante*, from Amoy, 20 Chinese.

Per *Septima*, from Saigon, 60 Chinese.

DEPARTED.

Per *Indus*, from Hongkong for South-

ampton, Mr. Jas. Collins, and Mrs. Gibbs.

From Yokohama for Southampton, Capt.

Alexander, and Mr. Rose.

SHIPPING REPORTS.

The British steamer *Diamante* reports:

Had N.W. wind and S.E. swell throughout.

Anchored for 30 hours in Namoi Straits,

and Swatow on account of threatening

weather.

POST OFFICE NOTICES.

MAILS will close:—

For HOIHOW (AND PAKHOI).—

Per *Hainan*, at 9.30 a.m., on Wednes-

day, the 24th inst., instead of as pre-

viously notified.

For MANILA.—

Per *Diamante*, at 1.30 p.m. To-morrow,

the 24th inst., instead of as pre-

viously notified.

For SWATOW, AMOY, & FOCHOW.—

Per *Namoa*, at 5 p.m., on Wednesday,

the 24th inst.

For SWATOW AND AMOY.—

Per *Septima*, at 3.30 p.m., on Thursday,

the 25th inst.

For HOIHOW (AND PAKHOI).—

Per *Conquest*, at 5 p.m., on Thursday,

the 25th inst.

For SAIGON.—

Per *Fenelo*, at 5 p.m., on Thursday, the

25th inst.

For BANGKOK.—

Per *Dale*, at 5 p.m., on Friday, the 26th

inst.

For SAIGON.—

Per *Craiglands*, at 9 a.m., on Sunday,

the 28th inst.

For PORT DARWIN, COOKTOWN,

SYDNEY, MELBOURNE, &c.—

Per *Thales*, at 3.30 p.m., on Monday, the

29th inst., instead of the *Atholl* pre-

viously notified.

For PORT DARWIN, COOKTOWN,

SYDNEY, MELBOURNE, &c.—

Per *Menmuir*, at 11.30 a.m., on Thurs-

day, the 9th October.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Iravaddy*

will be despatched on TUESDAY,

the 30th instant, with Mails to and

through the United Kingdom and

Europe, via Naples; to Saigon, Straits

Settlements, Batavia, Borneo, Ceylon,

India (via Madras), Australia, New

Zealand, Tasmania, Fiji, Aden, Soc-

nelles, Réunion, Mauritius, Suva,

and Alexandria. This is the best

opportunity for forwarding Corre-

spondence to E. Africa, the Cape,

St. Helena, and Ascension.

The usual hours will be observed in closing

the Mails, &c.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *City of*

Peking, will be despatched on WED-

NESDAY, the 1st October, with Mails

suggested there should be three, one for each engine at \$18 per month each. These men would have to live at the engine houses. The 40 Native Policemen as firemen should be abolished. The 30 market coolies at present employed might be retained as part of the force necessary for dragging the engines, &c. The eleven watchmen should be abolished and replaced by ten natives who would act as firemen, water coolies and watchmen. In addition to the 30 market coolies employed for dragging engines, a reserve force of 120 or more would be required for the same purpose; these can be paid by the job and are always obtainable.

This change of scheme would entail the following establishment:—1 firemaster and engineer, 1 assistant, 1 clerk, 8 assistant engineers, \$600 each, 3 native stokers, \$18 per month each, 10 European firemen at \$40 per month each, 10 native firemen at \$7 per month each, 30 coolies \$1 per month each, in all 69, whose salaries per annum would be \$10,668, leaving for repairs to appliances and extra coolies hire \$1,832, the rate at 8 per cent per annum yielding \$12,500. With regard to the cost the deputation said, "It will be seen by the foregoing figures that the entire annual income is expended upon maintenance of the Brigade, and it would therefore be necessary to provide for New Engines, &c., and Fire Brigade Buildings by other means. New Engines, unless paid for, as wanted, by special vote, would probably entail an increase of one-eighth per cent in the rate; this would give \$2,500 annually and make the total rate 2 per cent or \$15,000. The sum of \$2,500 was allowed for in the 1879 sum of \$2,640 for a new engine, so that estimate as cost of a new engine, so that \$2,500 per annum would probably more than suffice for all such requirements. Fire Brigade Buildings would be resumed by the Government. With regard to the present Central Station in good position for Road Quarters, and there was much to be said in favour of retaining 2 Steam Engines. It would be desirable to station the 3rd Steam Engine on a higher level (say Hollywood Road), which commands a valuable portion of China town, and would also protect a number of foreign houses on the hillside. Special arrangements, however, for a supply of water would be necessary for an engine so stationed. With regard to the water supply they could not urge too strongly upon the Government the advisability of adopting the scheme of high level Water Tanks lately recommended by the Commission who deliberated upon this subject. The natural advantage possessed by our City are much greater than those of Manchester and Liverpool, whose water supplies are derived from distant sources, but as being interesting the facts given by the Superintendent of the Fire Brigades of those two cities before a Select Committee of the House of Commons, was summarised in the memo. and attention drawn to the possibility of the Government being able ultimately to diminish the strength and expenses of the Fire Establishment very materially. A small body of trained and experienced firemen is, however, a paramount necessity, otherwise the danger to be apprehended will be as great as that existing from fire under present circumstances. One of the first things a fireman is taught is that as much damage may be caused by an injudicious use of water as would occur through fire, and the risk to insurance Companies is perhaps greater from the former than the latter, particularly in Hongkong, where the contents of godowns are of infinitely greater value than the block.

Mr Keawick proceeded to say he thought it would be admitted that there was room for change, and for improvement. The evil effects of fire were not limited to simply the amount of property destroyed. The effect of people's all being destroyed and the families being brought to ruin was so great an evil that it became the Government to carefully consider the best means of limiting it so far as possible. They did not hope that a stop would be put to such fires; that, they knew, was impossible; but they did believe that better endeavours could be made to limit them. They considered, as was shown by the paper Fire Excession had in his hand, that the Fire Brigade was wrongly constructed. The numbers were perhaps too great, they considered it certainly too great, although the expense was not so. The strength of the Brigade as per Blue-Book for 1878 was 126, and the cost of the Brigade in salaries was \$7,438. Of the \$12,000 allowed in the estimate for 1879, \$5000 were for the new engine house and other necessary expenditure, and no increase was given in the present rates. Quoting from the first "remarks" in the memo. submitted to His Excellency, he said it was generally admitted that the chief source of weakness in the present constitution of the Brigade arose from the fact that no less than 72 members out of a grand total of 126, including 30 coolies, are policemen whose duties render their attendance at a fire very difficult. That fact which weakened the Brigade very much was the basis of the suggestions they placed before His Excellency and the details of which he had handed to His Excellency. It was well known that the success of firemen depended very greatly on each one being promptly and without fail at his task. It was unnecessary that he should go through the suggestions, but he only thought he should say that the deputation had felt very strongly that should a new force be started there should be a firemaster and engineer in one person having full qualification for the post of a high class, not necessarily a gentleman, but one who could take proper care of the engine, see to the proper organisation and instruction of the Brigade and should be so intimately acquainted with every member as to say whether his duty was properly done or not. The number thought necessary was 69, in all, including the firemaster, according to the scheme established contained in the memo., and the cost it was hoped would not be above the present estimate. That Brigade would be entirely for fire purposes, the men being devoted exclusively to that work and making themselves entirely efficient as firemen. The salaries they estimated would be \$10,668, leaving for appropriation for repairs to appliances and extra coolies \$1,832, out of \$12,500, the sum estimated. The deputation

considered sufficient. Of the three steam engines only one of them should be stationed in Hollywood Road. He came now to the importance of the water supply, which was important not for fire but for every purpose of life. He believed property would be much more valuable, the people much more healthy, and much more happy were the water supply were adequate. But they now pressed the water supply on the attention of Government more especially as a means of smothering fires. The figures with regard to Liverpool and Manchester were to show with how small a number of men great things can be done. A very large number of fires had been successfully dealt with, not only at Manchester, but at Liverpool, where the police are employed as firemen. A small number of men could do more work in such a case if they understood what was required of them, than would be accomplished by a much larger number of men unacquainted with their duty and indiscriminately distributed.

Hon. P. Byrie said the views Mr Keawick had expressed were exactly his views on the subject. He would only add that even were it found that this proposed new Brigade would be even more costly than it had been estimated by the deputation in their memorandum, the rate-prayers would willingly pay; they would not grumble to pay the rate. In the question of the water supply he had taken considerable interest, as His Excellency was aware, having in his hands with him (the speaker) signature a report on the subject. The water, he certainly considered, was the first and foremost want to be supplied. The general question of water supply they understood His Excellency had already taken in hand. The great question was where the cost was to come from and whether it would be sanctioned. The general plan for improving the water supply of Hongkong would take some time, but he understood the works required for the provision of a full supply of water for the purposes of the fire brigade would not take more than four months in construction. And he certainly expressed his opinion, as he had formerly expressed it in his report, that this water supply should be undertaken as entirely unconnected with the Tytam Tuk scheme. If that scheme was carried out the mains for the supply of water for fires would be none the less necessary. As to supplying every house with a pipe for itself the advisability or necessity of that measure would not be lessened by this scheme being carried out. The supply for the fires should be a distinct system with mains for that supply only. No other use of these pipes should be made than by the Fire Brigades in extinguishing fires, with an occasional flushing out of some quarters. This subject of a special water supply for fires was not by any means new, as His Excellency was aware; he believed it would receive at His Excellency's hand that earnest attention it deserved.

He, E. the Governor, no other gentleman of the deputation desiring to add anything to what had been said, replied. He had never received, since he was appointed Governor of the Colony, any deputation in whose sentiments he so entirely concurred as he did with the views of the deputation now before him, and he might tell them without any circumlocution that he entirely concurred with their views as they had been expressed on the various subjects mentioned. The points they had called attention to had also attracted his notice some time ago. As to the reorganisation of the Fire Brigade, it was most important that they should have a thoroughly competent and skilled man, and he had written to the Secretary of State, before he went to Japan, asking him to consult with Capt. Shaw of the London Fire Brigade as to getting a man out. He had not been unmindful either of the advisability of combining in one person a Chief Engineer and a skilled Head of the Fire Brigade Department, which it was quite possible would be the provision made. The Secretary of State could appropriate £1,000, and he thought that for that sum it was possible a head and an assistant could be provided. It might be £650 to the one, and £350 to the other. That would depend to some extent on Sir Michael Hicks Beach's decision and possibly to some considerable extent on Captain Shaw's recommendation. He had also had under his consideration the question of the employment of the Police in the Fire Brigade, and he came to the same conclusion as the deputation, that they were not the proper persons to be employed in that work; those who ought to be relied on were the natives, men who had a special knowledge of buildings. He had at hand certain official correspondence on this question which he would read to the deputation. Mr Creagh, who is at present the head of the Fire Brigade, made a report also in which the same view was embodied. The person who would he had no doubt be sent from England on Captain Shaw's recommendation would be a man thoroughly conversant with the whole manner of dealing with fires and a man of sound practical judgment. To have men of that stamp was most important. Of equally great importance was the question of the water supply. He did not see that he could put the case more clearly than by reading the letter, Mr Creagh's report and his minute on the subject. The letter was dated "Colonial Secretary's Office, April 15th," addressed to Mr Creagh, and was as follows:—

Sir,—His Excellency the Governor is under the impression that on the occasion of the Fire on Christmas night you expressed an opinion that at previous fires the Fire Brigade had a much larger supply of water placed at its disposal.

His Excellency will be glad if you will make him a special report on this matter of the relative supply of water on that occasion as compared with other fires, as it is a point of considerable importance.

Mr Creagh's very interesting report he would also read in full:—

Sir,—In reply to your letter No. 430 of 16th April 1879 calling for a report as to the present water supply compared with that of former years, I have the honour to state for His Excellency the Governor's information, that soon after the Fire Brigade was first established in 1863, forty subsidiary fire posts were selected at different points throughout the lower levels of the town, the highest being I think in Bridges Street. At each of these posts a quantity of hose was kept, together with the necessary appliances for connecting it with the nearest hydrant, and turning on the water in case of fire. These articles were kept in a small shed, and one of the shopmen periodically instructed in their use. On the Queen's Road and other streets near the

sea level, the hydraulic pressure from the street plugs being sufficient to throw water over the highest houses, these stations were of great value; and fires were on several occasions extinguished by a jet from the hydrant before the arrival of the engines. As far as I remember things were much in this state when I went on furlough in 1871. But on returning from leave I found that during my absence of eighteen months, the pressure on the mains had decreased to such an extent that it was no longer of much use for the purposes of fire extinction; and besides this, the water was now so seldom turned on in the mains that the street plugs could not even be relied on for the small supply of fresh water necessary for the boilers of the steam engines.

I was informed by the then Acting Surveyor General that this change was caused by the large number of new pipes connected with the mains for the supply of Chinese houses in different parts of the town. The dearth of water increased, and towards the end of 1873, by order of the Superintendent of the Fire Brigade, the subsidiary posts were abandoned as useless and the hoses returned to store.

For the last two or three years the hydrant supply has been so precarious that even for supplying the boilers they are seldom resorted to until every other source has failed. By giving previous notice to the turncock a good supply may be obtained from the street plugs in certain parts of the town, but in this case the delay is so great, and the result so uncertain, that its utility is greatly curtailed for the purposes of this Department.

On the 26th April he made the following Minute on the matter:—

Refer this to the Surveyor General, and ask him what steps he can take to restore the water supply to the state it was in a few years ago as described by the Superintendent of the Fire Brigade.

On the 30th April the gentleman to whom he had referred the matter made a very practical report which he would also read:—

There is the same volume of water now as formerly, though of course the allowance per head of inhabitant has diminished by the increase of population since 1868. There was then, as Mr Creagh rightly observes, great pressure on the mains, whereas now there is none at all. This is owing to the practice which was followed without due consideration up to 1873 of indiscriminately granting permits to lay private water pipes to houses from the mains, instead of reserving the whole of the supply for the public hydrants where every rate-payer, rich or poor, could have procured his daily provision on the same footing of equality, while the Government could have retained exclusive control over the pressure for cases of emergency like fire.

At present, the numberless house pipes everywhere bleeding the mains make it impossible to restore to the latter their former pressure. The chief arteries are in fact in such a state of depletion, that in order to enable the water to travel any distance, it becomes necessary to cut off the rest of the city and to concentrate the whole of the force upon one particular district at a time, each district in its turn being assisted in this manner once during the 24 hours. Permits for house-supplies were stopped in 1878 too late to do any good, as enough of them had already been issued to work the present mischief, but as there is so much rebuilding and restoration of houses property going on all over Victoria just now, I think the evil might be somewhat lessened in course of time by declining to re-grant permits to these new structures: this would be tantamount to calling back former permits issued to the old ones.

The Attorney General remarks that in all equity parties suffering from the fire should be restored as far as possible to their former position, which opinion would naturally meet on general grounds with everybody's concurrence, but on the other hand it should also be weighed whether on the ground of public expediency and looking to the exhausted condition of the public hydrants the Government might not properly avail itself of the opportunity to assist the letter by declining to renew the permits. It is probable that if we had had water enough on Christmas night the fire would not have spread as it did.

But of course the remedy for all this is more water from fresh sources.

On that report he made the following Minute:—

The Surveyor General's clear and practical report shows how this deficient water supply for fire brigade purposes has occurred. I agree with him that we must increase our water supply. Looking at present simply to the question of getting more water for extinguishing fires, I should be glad if he would confer with Mr Creagh the Acting Head of the Fire Brigade and the Honourable P. Byrie (who has from time to time made valuable suggestions to the Government on this subject), and consider the possibility of utilising more than has hitherto been done the water in the harbour.

As the town of Victoria is built on a slope along the water's edge it might be possible to construct Fire Brigade tanks on the upper levels, or to adopt other means for increasing the supply.

The general conclusions at which he had arrived were as follows:—That the supply of water for extinguishing fires in Hongkong is not sufficient. That the Fire Brigade should be placed under the control of a skilled officer. That a competent engineer should be obtained who would devote his whole time to keeping the engines and other apparatus in proper order. That a larger number of permanently paid firemen should be employed. That the system of using hydrants seems to be well suited for the greater part of the town of Victoria.

The following is the report on the high level tank scheme and fire mains:—

The undersigned, having met several times to discuss the question of the efficiency of water for the extinction of fires in Victoria, now submit as the result of their deliberations the project of high-level tanks and Fire Brigade mains, elaborated by the Surveyor-General in the accompanying plans and estimates.

They are of opinion that the project would receive the support of the Community, and that the outlay of fifty thousand dollars, though large, is one which—after the experience of last Christmas Day—may properly be recommended to the Executive.

If the Tytam Scheme for an increased water-supply for general uses be not feasible,

they consider that, looking to the danger of destruction which house-property continues to incur, no time should be lost in securing a sufficient storage of water, at least for Fire Brigade purposes, and with reference to such a storage they desire to point out that the present proposal of special Fire Brigade mains would be none the less desirable even in the event of the realization of the Tytam Scheme.

By the plan of inter-connected tanks now submitted, it will be possible to concentrate six hundred and thirty thousand gallons on any fire between the Sailors' Home and the City Hall, and as the pressure on the proposed Fire Brigade mains will suffice to send a stream over the tops of the highest houses, the aid of fire-engines will not be required. These, however, would continue to play a most important part in pumping an additional supply from the sea.

The undersigned, however, can only recommend the project now submitted, on the assumption that the most jealous care will be taken to prevent any connexion between the special Fire Brigade mains and the actual water-mains of the city, as such a connexion would be fatal to the project by destroying the pressure which it should be sought to maintain intact at every fire-plug.

The undersigned avail themselves of this opportunity to call the attention of Government to the grave necessity of dredging the Praya foreshore, at certain places already indicated by the Superintendent of the Fire Brigade, to a depth sufficient to admit of fire-engines being usefully employed during the hours of low tide.

J. M. PRICE.
P. BYRIE.
C. V. CREAGH.
Hongkong, 17th September, 1879.

From time to time before he went to Japan he had consulted with those who were really the largest householders in the Colony, the Chinese community. I remember remarking that the practice of blowing down houses was a barbarous one, and I promised to take up the questions of increasing the water supply and reorganising the Brigade. He had certain plans and estimates prepared of the high level tank scheme. The plans were open to the deputation, and the estimates showed that the work would cost \$50,000. A certain number of tried men were also required for the Brigade. This scheme was certainly one the Colony should undertake. He did not believe it was the duty of the Fire Insurance Companies to undertake the dealing with fires. They had important duties as the agents and representatives of these companies, and they had been within that duty in considering this Fire Brigade question and making the representations they had done. He would be glad to let them have the plans with them for a few days. Without committing himself to the details embodied in the memorandum they had given him, for he would depend very largely as to minor matters on the man who he had no doubt would come out from London, he promised the matter his best attention.

Mr Keawick said he had intended to call His Excellency's attention to the figures given in the memo. with regard to the cost of the Fire Brigade at Liverpool and Manchester. In the former, population 475,000, valuable property £1,750,000, the annual cost was £2,871; and in the latter, area of the city proper 1½ square miles, rentals of the city £1,387,815, the total cost of the Fire Establishment was on an average £2,000 a year. They did not for a moment say that here the expense, necessary to obtain efficiency was to be grudging whatever it was, but the figures were quoted simply to show how cheaply it could be done at home. It might be that the expense of organising a really efficient brigade here would be found less than at first it had been estimated at. He thanked His Excellency for the manner in which he had received the deputation and the cordial way in which he had replied to them. The deputation then withdrew.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Sept. 23rd.

Sir,—Will you please allow me space to state that the information in the *Daily Press* of this morning is inaccurate in reference to the steamer *Hainan*?

J. W. CONNER.

Police Intelligence.

(Before the Hon. C. B. Plunket).

Tuesday, Sept. 23.

A LITTLE "EXCITEMENT." Charles Judd, second officer of the S. S. *City of Peking*, was charged by Abraham Livinsky Cohen, a barber, with assaulting him on the 18th inst.

Complainant stated that he was a barber on the *City of Peking*. The ship was in dock at Aberdeen, on the 18th inst., and he was taking a walk round the dock about half-past seven at night when the defendant, who is second officer of the ship, came up and said, "We have had a little difference; there is no one here but you, and I want satisfaction from you, as I want to have it out with you," at the same time striking him on the face and shoulders.

Witness was afraid he was going to be knocked into the dock, and called out to one of the saloon watchmen, John De Laey, who was walking to and fro. He ran towards the Police Station without attempting to strike back. De Laey called out, "What is the matter?" witness answered, "I am going to the Police Station to have the second officer arrested." He went to the Station and made a report, and was told to take out a summons against the second officer; he returned to the ship and went to bed. No conversation has taken place between himself and the second officer since the assault was committed; he had no quarrel with the defendant on the day of the assault; his face was slightly swollen by the blow; no mark now remains of the same. In Yokohama harbour he had a quarrel with the defendant, over a trifling matter, and told the defendant he had no authority over him; he then asked if he were a man and squared up to him. Complainant then took up a stool and said "If you touch me I will make it warm for you." The second officer ordered him to lay down the stool, and when the captain came, ceased to threaten him.

John De Laey said he was a watchman on the *City of Peking*; he remembered hearing the complainant call out his name and say, "Come and see the second mate strike me," and saw him running towards the gangway in a very excited manner and heard him say he was going to the Police Station to charge the second officer with assaulting him; at this time the second officer called out, "What is that fellow hollering about?" and seemed to be very excited. He saw complainant come on board the ship and did not see any marks on his face.

William Meredith, the fifth engineer of the *City of Peking*, said he saw the complainant running about near the gangway on the night of the 18th inst., and saying that some one had struck him; he seemed to be very excited, and said he was going to have the second officer arrested for assaulting him. Shortly after this, the defendant came up and asked him what was the matter.

Defendant said:—I did not see any threats against the complainant and did not strike him.

Defendant was bound over in \$100, to keep the peace towards the complainant for one month.

By Mr Hayllar.—The above is a customary charge, and is always paid.

Mr Hayllar produced a deed of assignment (marked N.), dated November 1st 1878 executed by the first defendant, and under section 162 of the Bankruptcy Ordinance, assigning all his property for the benefit of his creditors to trustees named.

Chan Atsun said he was a clerk and interpreter to Mr W. H. Brereton, and was in his employ in November last. He was the first defendant sign the deed now produced. No question was put to witness by either of the defendants.

Mr Hayllar said that the two documents produced, proved that not only did a conspiracy exist, but forgery had been committed to get preferment from the Chinese Government, and that the conspirators came here and got the assistance of the first defendant, who went security for Wong Kwok Chan for \$3,600, although he then knew perfectly well that Wong Kwok Chan had no money. That the first defendant must have known that he was not Wong On, or he would not have got twenty per cent for his signature. When the plot falls through, the first defendant begins to press Wong Kwok Chan for money, which he never owed or paid. That the first defendant took the witness, Wong Kwok Chan, to the Consulate and made him say that he paid the money, and that his name was Wong On, his only object in doing so being simply to get money out of the young man's father and his wealthy relations; and that the conspiracy was made in this Colony.

Mr Ng Choy and Mr Denny's briefly addressed the Court on behalf of the first and second defendants, who, being duly cautioned, reserved their defence, and were committed for trial at the Supreme Court.

THE SINGAPORE NOTE ROBBERY.
Lam Yau Sam, a trader from Hoihow, was charged by P. S. Toomey with being in unlawful possession of a \$500 note.

P. S. Toomey, stated that he received in June last, information respecting a robbery of \$1,200, from the premises of Mr R. A. Myles, the Colonial Dispensary, Singapore, the whole of the money being in notes, eight of them being \$500 notes, and issued by the Chartered Mercantile Bank of India, London and China. The numbers of the notes were given at the time of the robbery. The note now in Court was given to him yesterday by a servant of the Kwang Kee money-changer's shop, No. 108, A Queen's Road Central, and was delivered over to him in the charge-room of the Central Police Station. He went with the man who gave up the note, and from enquiries he made, went to a house in Praya West, where the defendant was sitting with several other Chinamen. He admitted that the note was his and said he had just arrived by the *Conquest*, from Hoihow, and that he had the note given to him in the way of business. Witness examined defendant's luggage and found he possessed an old blue jacket, a pair of trousers and a couple of razors. He arrested him on suspicion. The note now in Court is numbered 1117, and is one of the notes stolen in June last.

Defendant said he was a trader and had sold some goods at Hoihow for which he received the note now in Court. He came here from Hoihow on the 21st inst. for the purpose of purchasing goods, and can give references to the master of the Kwang Tai Cheung ship; it is only a lodging house. He cannot give references to any other shops with whom he had done business in the Colony as he does not know their names.

His Worship asked Sergeant Toomey if he knew what sort of a place the Kwang Tai Cheung shop was, and was told that it was frequented by traders who did not bear very good characters.

His Worship remanded the case till the 26th instant, at the request of Sergeant Toomey, to allow of enquiries being made.

(Before C. V. Creagh, Esq.)

William Griffiths of the s.s. *Craglands*, a straggler from his ship, was ordered to be taken on board his ship.

THE CONSPIRACY CASE.

Tsang Shun I and Tam Lu Tong, charged with endeavouring to obtain, in a fraudulent manner, the sum of \$17,000, from Wong Ming Leung, remanded from the 17th instant, were again brought up to-day.

Mr T. C. Hayllar, instructed by Mr Brereton, appeared for the prosecution. Mr Denny's for the first, and Mr Ng Choy for the second defendant.

Wong Sy Woon said he was a scholar and lived with Wong Ming Leung in Canton; he knows the first defendant, but is unacquainted with the second. On the 28th of June last, the first defendant came to Canton and said he was looking for Wong On of the Wong Mo Tsz Tong, which is the ancestral name of the Wong family. The first defendant showed him a slip of paper, and said Wong On owed him \$17,000, for arms purchased, which had been borrowed from him last year, and he wanted to know whether it was really Wong On who owed the money; if it were so, it did not matter; if not, he should take other steps. He was asked by the first defendant if Wong On was number nine of the family, and answered in the negative; he was then shown the promissory note (marked A), which he copied. He asked the first defendant how he came to trust Wong On with \$17,000, and was told that it was done on the recommendation of a good friend. On asking the name of the friend, he received no reply, and told the first defendant that there was no such person as Wong On. The first defendant then went away with the foreigner, and witness did not see him again.

By Mr Denny's:—Wong Ming Leung is not very well off, and has no money. His claimant very probably assist him to carry on this case.

By the Court:—Wong Kwok Chan is the name of the witness in Court; his second name is Lan Shang; he has borne that name since he was at school several years ago, and has a seal which bears that name; witness saw the seal the year before last and engraved it for him, but cannot say that he has ever used it. His cousin's name was formerly Wong On, but he has not used that name for more than twenty years.

Lu Xi Shang, who has no occupation and lives with the complainant, in Canton, with whose family he is related, stated that the Police first came to the house on the 8th of August, and showed him a summons which they took away with them; before they went they asked him to pay Police expenses, and he gave them \$5. The summons stated that a person named Wong On was wanted. Witness afterwards went to Pat Shan and did not see any other Police people.

By Mr Denny's:—When the Police came with the summons witness said he was in charge of the house; there was none present but the servants. He does not know a man who was called Wong On twenty years ago. The complainant in this case has four sons; one of them holds a military rank but has no office; he was not in the house when the Police came; if he had been, witness would not have spoken to them. The \$6 was for tea-money and Police expenses; the Police asked for more than ten taels and said if the money was not paid they would not leave the house.

By Mr Hayllar.—The above is a customary charge, and is always paid.

Mr Hayllar produced a deed of assignment (marked N.), dated November 1st 1878 executed by the first defendant, and under section 162 of the Bankruptcy Ordinance, assigning all his property for the benefit of his creditors to trustees named.

Chan Atsun said he was a clerk and interpreter to Mr W. H. Brereton, and was in his employ in November last. He was the first defendant sign the deed now produced. No question was put to witness by either of the defendants.

Mr Hayllar said that the two documents produced, proved that not only did a conspiracy exist, but forgery had been committed to get preferment from the Chinese Government, and that the conspirators came here and got the assistance of the first defendant, who went security for Wong Kwok Chan for \$3,600, although he then knew perfectly well that Wong Kwok Chan had no money. That the first defendant must have known that he was not Wong On, or he would not have got twenty per cent for his signature. When the plot falls through, the first defendant begins to press Wong Kwok Chan for money, which he never owed or paid. That the first defendant took the witness, Wong Kwok Chan, to the Consulate and made him say that he paid the money, and that his name was Wong On, his only object in doing so being simply to get money out of the young man's father and his wealthy relations; and that the conspiracy was made in this Colony.

Mr Ng Choy and Mr Denny's briefly addressed the Court on behalf of the first and second defendants, who, being duly cautioned, reserved their defence, and were committed for trial at the Supreme Court.

DEATH OF MR JULIUS DARE, YOKOHAMA. (Japan Gazette.)

As the years of our residence in this place increase in number we feel in greater degree the death of one of those friends whose tried good qualities have endeared him to the fast thinning band of the previous decade. Probably no resident of Yokohama was better known and more generally respected and esteemed than Mr J. Julius Dare, whose death, at the early age of thirty-eight, took place yesterday, the 5th September. The circumstances of his illness and death are very melancholy. On Sunday, the 31st August, Mr Dare was attacked with Asiatic cholera, but energetic and constant medical treatment assisted by a powerful constitution, apparently successfully combated the disease, and on Wednesday morning there were great hopes of recovery, but the fever that invariably supervenes set in with great severity, proving a more implacable foe than its precursor. All that medical science could effect was done, but after great suffering Mr Dare succumbed.

First in every manly sport and exercise; of excellent business reputation, and warmly regarded for his many amiable, filial, and social qualities, Julius Dare was a prominent figure among us. His untimely death deprives his respected mother of a noble and worthy son, and the community of an estimable member.

In saying that the death of Mr Dare elicits a general and spontaneous expression of regret, and of sympathy for his relatives in the loss they have sustained, we convey but the bare fact; without an idea of the sincerity which inspires the sentiment.

A meeting of the committees of the various amateur associations of Yokohama has been held to consider the most fitting manner of testifying their respect for the late Mr J. J. Dare. The feeling was in favour of a suitable memorial to be raised by subscription, and lists have therefore been opened which will lie at the United Club, Oriental, and Hongkong and Shanghai Banks. Mr Dare, says the *Japan Gazette*, "was so well known and deservedly respected that the desire of his numerous friends to erect some lasting memorial is natural and much to be commended. It is the last tribute of regard that can be offered to the memory of one of our most popular fellow residents, and it is fitting that the associations with which he was so closely identified should initiate the movement to which we have pleasure in calling attention."

Quotations.

HONGKONG, September 23.

OPIMUM.—New Patna, cash, \$532½
" Old " cash, " "
" New Benares, cash, 517½
" Old " cash, " "
" New Malwa, credit, 720
" Allowance Teals, " "
" Old Malwa, credit, 780
" Allowance Teals, " "

Exchange.

Bank, Wire, " " " 3/7½
" Demand, " " " 3/8
" 30 days' sight, " 3/8½
" 4 months' sight, " 3/8
Credits, 4 " " 3/8½
Documentary, 4 months' sight, 3/8½
India, Wire, " " " 220
" demand, " " " 221
Shanghai, demand, " " " 72½
" 80 days' sight, " 73½
Gold Leaf, 99½ fine " 27.65
Sovereigns, " " " 5.39

Shares.

Hongkong Bank, 52 ½ prem.
Union Ins. Society of Canton, \$1,300
China Marine Ins. Co., \$1,350
North China Ins. Co., Tls. 1,250
Yangtze Ins. Assoc., Tls. 725
Chinese Insurance Co., \$3,000
H. K. Fire Ins. Co., \$780
China Fire Ins. Co., \$190
H. K. & W. Dock Co., 15 ½ prem.
H. K. C. & M. S. Boat Co., \$11 prem.
Shanghai Steam Navigation, Tls. 11
China Coast S. Nav. Co., Tls. 87
Hongkong Gas Co., \$70
Hongkong Hotel Co., \$65
China Sugar Refining Co., 68 ½ prem.
Chinese Imperial Loan of 1874, nominal, do. of 1877, do.

Temperature.

(Taken at Messrs Puleston & Co.'s Premises, Queen's Road.)

HONGKONG, September 23.
BAROMETER.—9 A.M. " 29.936
Do. " 1 P.M. " 29.900
Do. " 4 P.M. " 29.900
THERMOMETER.—9 A.M. " 81
Do. " 1 P.M. " 83
Do. " 4 P.M. " 84
Do. (Wet bulb) 9 A.M. 74
Do. Do. " 75
Do. Do. " 77
Do. Do. " 77
Do. Maximum " 84
Do. Minimum over night " 80

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES.
ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON TUESDAY, the 30th September,
1879, at Noon, the Company's S. F.
IRAOUADY, Commandant MAZE, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the above
Places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m. Specie and Parcels until 3 p.m. on
the 29th September, 1879. (Parcels are not
to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 17, 1879. oc30

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
PEKING will be despatched for San
Francisco, via Yokohama, on WEDNES-
DAY, the 1st October, at 3 p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

On Through PASSAGES TO EUROPE,
a REDUCTION is granted to OFFICERS
of the ARMY AND NAVY, and MEM-
BERS of the CIVIL and CONSULAR
SERVICES in COMMISSION.

Freight will be received on board until 4
p.m., the 30th September. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 3, Praya Central.

RUSSELL & Co., Agents.

Hongkong, September 8, 1879. oc1

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. GAELIC will be despatched
for San Francisco via Yokohama, on
THURSDAY, October 16th, 1879, at
3 p.m., taking Cargo and Passengers for
Japan, the United States, Mexico, Central
and South America, and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 15th October. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.
Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Offices addressed to the Collector of Customs,
San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent.

Hongkong, September 12, 1879. oc16

Intimations.

NOTICE.

KEROSENE OIL Landed and Stored in
FIRST-CLASS GODOWNS constructed
expressly for the purpose.

For Terms, apply to
RUSSELL & Co.
Hongkong, August 26, 1879. oc26

NOTICE.

THE Undersigned have been appointed
AGENTS to the New York Board
of UNDERWRITERS.

ARNHOLD, KARBURG & Co.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.
Agents,
ARNHOLD, KARBURG & Co.
Hongkong, Sept. 3, 1879. oc30

Intimations.

DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI
during the Summer Months, leaving
Hongkong on the 1st of April next, and
returning about 1st November.
Hongkong, February 10, 1879.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely
printed matter.

THIS Mail Summary is compiled from
the Daily China Mail, is published
twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collated
from the journals published at the various
ports in those Countries.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.

Subscription, 50 cents per Copy (postage
paid 50 cents.) \$12 per annum (postage
paid \$13.50.)

Orders should be sent to GEO. MURRAY
BAIN, China Mail Office, 2, Wyndham
Street, not later than the evening before the
departure of the English Mail Steamer.

Terms of Advertising, same as in Daily
China Mail.

SAILORS' HOME.

ANY Cast-off CLOTHING, BOOKS, or
PAPERS will be thankfully received at
the Sailor's Home, West Point.
Hongkong, July 25, 1878.

For Sale.

NOW READY.

A CHINESE DICTIONARY IN THE
CANTONESE DIALECT. Parts I.
and II., A to M, with Introduction. Royal
8vo., pp. 404.—By ERNEST JOHN EITEL,
Ph.D. Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS
AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD
& Co., Hongkong and Shanghai; and Messrs
KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

NOW READY.

FENG-SHUI, or, THE RUDIMENTS OF
NATURAL SCIENCE IN CHINA. By Dr.
E. J. EITEL. One Volume. 8vo. Price,
\$1.50.

BUDDHISM, ITS HISTORY, THEORY AND
POPULAR RELIGION, in three Lectures,
By Dr. E. J. EITEL. Second Edition. One
Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs LANE,
Crawford & Co.,
Hongkong, July 31, 1878.

To Let.

STORAGE.

GOODS RECEIVED ON STORAGE in
GODOWNS in PEDDAR'S WHARF
Buildings, at Moderate Terms.

Apply to

G. R. LAMMERT.

Hongkong, August 9, 1879.

TO LET.

FIRST-CLASS GODOWN on the
Praya.

Apply to

VOGEL & Co.

Hongkong, July 26, 1879.

TO LET.

ON MARINE LOT No. 65, FIRST-CLASS
GRANITE GODOWNS.

Apply to

MEYER & Co.

Hongkong, July 25, 1879.

"ROSE VILLAS"—FURNISHED OR
UNFURNISHED,
BONHAM ROAD,
WITH Large TENNIS LAWN.
Apply to
SHARP & DANBY,
No. 6, Queen's Road Central,
late Messrs E. D. SASSOON & Co.
Hongkong, May 10, 1879.

TO LET.

HOUSE No. 7, PEDDAR'S HILL.
DAVID SASSOON, SONS & Co.
Hongkong, April 29, 1879.

Insurances.

SWISS LLOYD
TRANSPORT INSURANCE COMPANY
OF WINTERTHUR.

INSURANCES granted on MARINE
RISKS to all parts of the World.

MEYER & Co., Agents.

Hongkong, June 3, 1879. sjn30

SCOTTISH IMPERIAL INSURANCE
COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at
Current Rates. Considerable Reduc-
tion in Premium for LIFE Insurance in
China.

MEYER & Co., Agents.

Hongkong, June 2, 1879. sjn30

INSURANCES.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profit,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,

Secretary.

Hongkong, December 9, 1878.

MANCHESTER FIRE ASSURANCE
COMPANY OF
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000
Reserve Fund upwards of £ 120,000
Annual Income £ 250,000

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against FIRE to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.,

Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOERS & Co.,

Agents, Royal Insurance Company

Hongkong, October 27, 1874.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the
Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers								
Atholl	kd	Thomson	Brit.	str.	922	Sept. 10	Geo. R. Stevens & Co.	
Bombay	2h		Brit.	str.	749	Feb. 12	Kwok Acheong	
City of Peking	5k	Berry	Amer.	str.	5079	Sept. 2	P. M. S. S. Co.	
Conquest	5h	Elphick	Brit.	str.	318	Sept. 22	E. Shan	
Craiglands	ad	Smith	Brit.	str.	709	Sept. 15	Russell & Co.	
Dale	2h	Thompson	Brit.	str.	641	Sept. 17	Yuen Fat Hong	
Diamante	5h	Thebaud	Brit.	str.	514	Sept. 28	Russell & Co.	
Fame	5h	Stopani	Brit.	str.	117			
Hainan	5h	Connor	Brit.	str.				
Namoa	5h	Westoby	Brit.	str.	862	Sept. 21	Douglas Laprak & Co.	
Nishni Novgorod	5c	Kosy	Russ.	str.	1817	Sept. 22	Adamson, Bell & Co.	
Norna	5c	Love	Brit.	str.	606	May 31	Kwok Acheong	
Penede	5c	Cain	Brit.	str.	652	Sept. 19	Melchers & Co.	
Sarpodon	5c	Rea	Brit.	str.	1592	Sept. 22	Butterfield & Swire	
Sea Gull	5k	Haydon	Amer.	str.	48	Mar. 24	China Traders' Insurance Co.	
Thales	5c	Peters	Brit.	str.	820	Sept. 19	Geo. R. Stevens & Co.	
Yangtze	5c	Schultze	Brit.	str.	782	Sept. 19	Stamson & Co.	
Sailing Vessels								
Adelaide Norris	4c	Woodward	Amer.	bgs.	719	Aug. 11	Vogel & Co.	
Adolph	4c	Hora	Ger.	bgs.	867	Sept. 18	Walter & Co.	
Agnes Muir	4k	Lowe	Brit.	sh.	851	July 25	Meyer & Co.	
Alexander Yeats	3k	Dunham	Canad.	sh.	1598	Sept. 8	Russell & Co.	
Alva	3k	Souza	Port.	sh.	632	Aug. 31	Brandao & Co.	
Anna Bertha	4k	Krausa	Ger.	bgs.	468	Aug. 26	Stamson & Co.	
Antioch	3c	Weeks	Amer.	bgs.	646	Aug. 7	Vogel & Co.	
Bua Pan	2c	Muller	Slam.	sh.	575	Aug. 31	Yuen Fat Hong	
Chateaubriand	2k	Leroy	Feh.	bgs.	347	Sept. 21	Carlowitz & Co.	
Chocola	4k	Kennett	Brit.	bgs.	284	July 21	Adamson, Bell & Co.	
Clara Babuyan	4k	Polson	Brit.	bgs.	358	Sept. 11	Chong Woo	
Ebenzer	4c	Miller	Brit.	sm. sh.	319	Aug. 24	Melchers & Co.	
Edward Barrow	4c	Rich	Brit.	bgs.	958	June 26	Vogel & Co.	
Excelsior	8c	Eddy	Amer.	bgs.	693	Aug. 24	Russell & Co.	
Fred. P. Litchfield	4k	Spalding	Amer.	bgs.	1083	July 11	Russell & Co.	
Friedrich	3k	Petersen	Ger.	sm. sh.	294	Sept. 14	Walter & Co.	
Glamorganshire	7c	Angar	Brit.	bgs.	457	Sept. 21	Stamson & Co.	
Gustav	4k	Raben	Ger.	bgs.	656	Sept. 22	Stamson & Co.	
Gylding	5k	Winther	Dan.	bg.	240	Sept. 12	Stamson & Co.	
Hans	3k	Moult	Ger.	bgs.	310	Sept. 11	Walter & Co.	